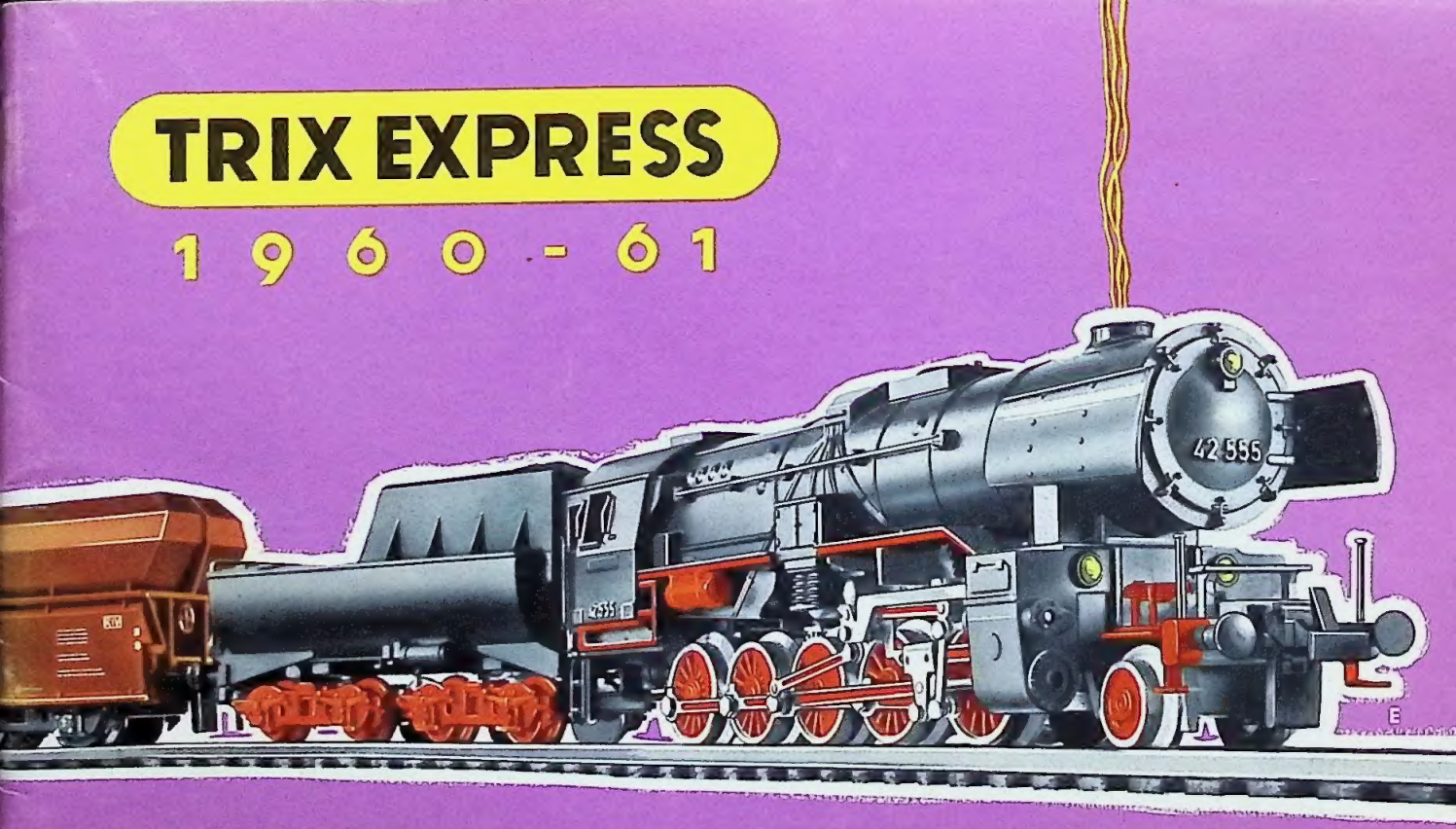
TRIX EXPRESS

1960-61



HO

TRIX EXPRESS

The two main advantages of the TRIX EXPRESS HO Gauge Model Railway.

Two Trains- Three Trains-System. No other system offers you the advantage of operating two trains or locomotives on one track at the same time independent from one another as regards speed and direction. With the help of an over-head traction wire system you have a genuine three train system.

Direct Current Operation. D. C. permits a simple and faultless operation of your train as to direction and speed. The locomotives start smoothly from a stop when you turn the knob of your power pack.

Printed in Western Germany

TRIX EXPRESS

Complete Train Sets

with 4.5 volt power packs

The TRIX EXPRESS 2 train system enables you to operate any of these 4.5 volts trains with another 4.5 or 12 volts TRIX EXPRESS train on the same track.

TRIX EXPRESS

512 ● Same set as 511 only instead of goods wagons 2 passenger coaches.

511 ● Complete train set, 4.5 volts for connection to A.C. 220 volts outlets. Consisting of locomotive 206 (4.5 volts) ● 3 plastic goods wagons ● Power pack 569 with 4 speeds and one knob operation ● 1 current feeder section curved ● 11 curved track sections ● 2 straight track sections ● Connecting cable.

Battery Operated Train Sets
(4.5 volts)

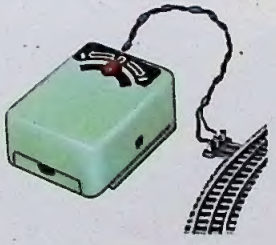
501 • Passenger train • 1 locomotive 206 • 2 passenger coaches • 1 current feeder section curved • 11 curved track sections • 2 straight track sections.

206 • Locomotive (3–5 volts A.C.).

500 • Goods Train • 1 locomotive 206 • 3 plastic goods wagons • 1 current feeder section curved • 11 curved track sections • 2 straight track sections • Battery-box with direction indication.

569 (220 volts) • **567** (115 volts) • **Power pack** for D.C. operation • To be connected to A.C. outlets • 1 knob operation • 4 speeds for forward and reverse • Yellow plastic casing • Maximum current available 100 mA at 5 volts • For operation of our locomotive 206.

570 • Battery box for standard flash-light batteries or transformer 599.



559/557 • Transformer for battery operated train. To be connected to A.C. outlets Maximum current available 70 mA D.C. at 4 volts.

With the help of the famous Distler Motor the locomotive of this battery operated train can be run for hours on a standard flash-light battery. This motor is superior to all other comparable battery-motors in its economy. The battery operated trains (4.5 volts) can be run with a second TRIX EXPRESS Train (4.5 volts or 12 volts) on 1 track at the same time and independent from one another as to direction and speed (2-train-system).

TRIX EXPRESS

TRIX EXPRESS Locomotives operate at a maximum voltage of 12 volts D.C.

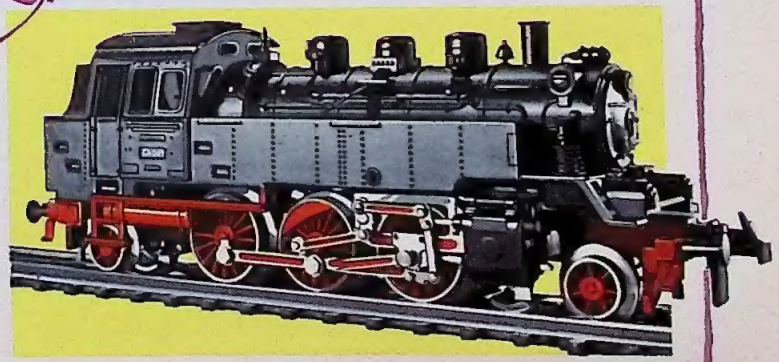
201 (751) ● **Shunting locomotive** for D.C. operation ● Modelled on the German Federal Railways' Class BR 80 ● Six-wheeled 0-6-0 type ● Plastic tyres ● 4.33 in. long over buffers ● Remote control for forward and reverse ● Automatic couplings both ends ● Headlights front and rear ● Die-cast zinc casing ● TRIX EXPRESS Standard Perma Motor gives easy running at all speeds ● Weight about 9.17 oz.

200 (750) ● **Shunting locomotive** for D.C. operation ● Modelled on the German Federal Railways' Class BR 80 ● Six-wheeled 0-6-0 type ● Plastic tyres ● 4.33 in. long over buffers ● Remote control for forward and reverse ● Automatic couplings both ends ● Scale model reproduction of headlights front and rear ● Plastic casing ● TRIX EXPRESS Standard Perma Motor ● Weight about 6 oz.

TRIX EXPRESS locomotives have outstanding pulling-power and are equipped for the unique TRIX EXPRESS two-trains-system.

202 (753) ● **Passenger locomotive** and tender for D.C. operation ● Modelled on the German Federal Railways' Class BR 24 ● Eight-wheeled 2-6-0 type ● 3 driving axles driven ● Plastic tyres ● 7.87 in. long over buffers ● Remote control for forward and reverse ● Automatic couplings ● Six-wheeled bogie tender ● 3 electric headlights ● Dull black die-cast zinc casing ● Weight about 13.58 oz.

30/73/6 ● Electric lighting for tender 202 ● This kit contains all necessary parts.

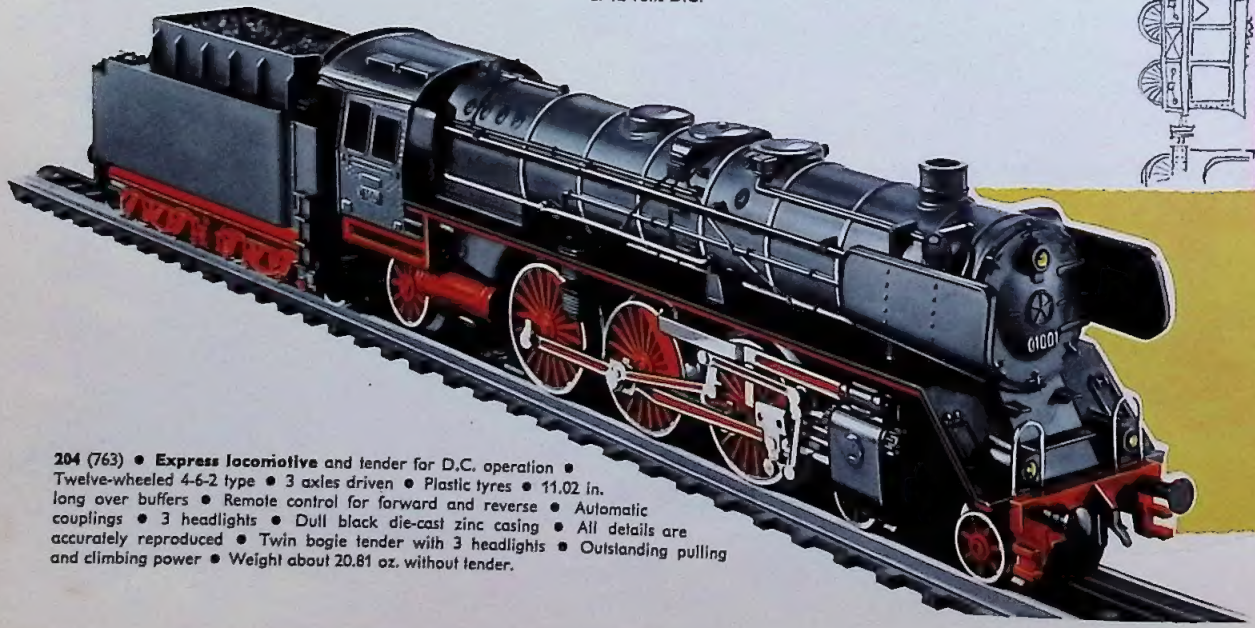


203 (755) ● **Locomotive** for D.C. operation ● Modelled on the German Federal Railways' Class BR 64 ● Then-wheeled 2-6-2 type ● 3 axles driven plastic tyres ● 5.70 in. long over buffers ● Remote control for forward and reverse ● Automatic couplings ● 3 electric headlights front and 2 rear ● Die-cast zinc casing ● Weight about 12.35 oz.

TRIX EXPRESS

This locomotive is a true scale model reproduction of a German Federal Railways' Class BR 01 express engine which was first put into service in 1925. It is still notable for its fine appearance and excellent performance.

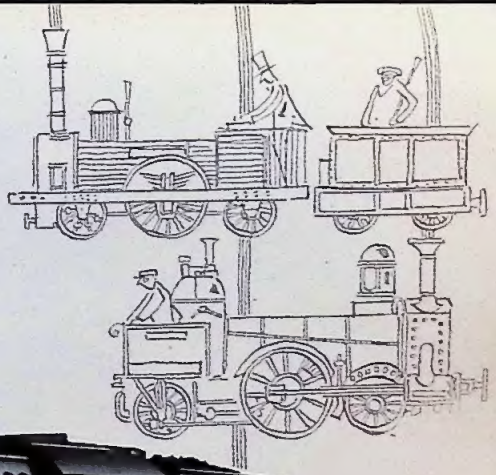
TRIX EXPRESS locomotives operate on a maximum voltage of 12 volts D.C.



204 (763) • **Express locomotive** and tender for D.C. operation • Twelve-wheeled 4-6-2 type • 3 axles driven • Plastic tyres • 11.02 in. long over buffers • Remote control for forward and reverse • Automatic couplings • 3 headlights • Dull black die-cast zinc casing • All details are accurately reproduced • Twin bogie tender with 3 headlights • Outstanding pulling and climbing power • Weight about 20.81 oz. without tender.

TRIX EXPRESS

The heavy goods engine German Federal Railways' Class BR 42 was put into service in 1944. It is an all-purpose locomotive and reaches a top speed of 80 kilometers. Its typical appearance has been truly reproduced in our TRIX EXPRESS model.



205 ● Heavy goods engine of the **German Federal Railways' Class BR 42** für D.C. operation ● Twelve-wheeled 2-10-0 type ● Five axles driven ● Plastic tyres ● 10.43 in. long over buffers ● Remote control for forward and reverse ● Automatic couplings ● 3 headlights front and rear ● Dull black die-cast zinc casing ● Scale model reproduction of all details ● Eight-wheeled bogie tender ● Excellent pulling and climbing power.

261 • Diesel shunting locomotive, German Federal Railways' Class V 36, for D.C. operation • Six-wheeled 0-6-0 type • 2 axles driven • Plastic tyres • 4.33 in. long over buffers • Remote control for forward and reverse • Automatic couplings • 3 headlights front and rear • Cast metal casing and frame.

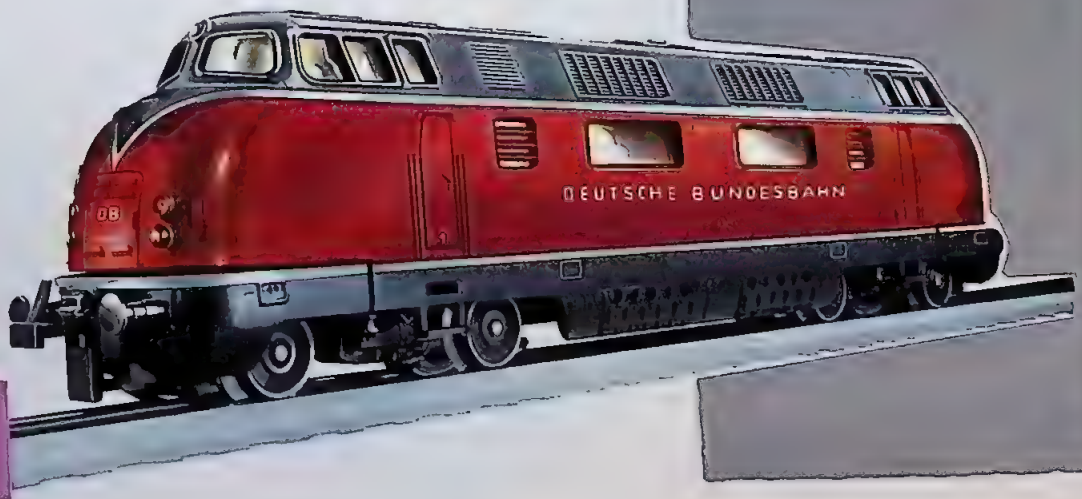
280 (759) • **Diesel railbus with trailer** for D.C. operation • True scale model reproduction of the German Federal Railways' Class railbus V 75 • 11.02 in. long over buffers • Headlights front and rear automatically change over when the engine reverses • Plastic tyres • Weight about 12.35 oz.

TRIX EXPRESS

TRIX EXPRESS

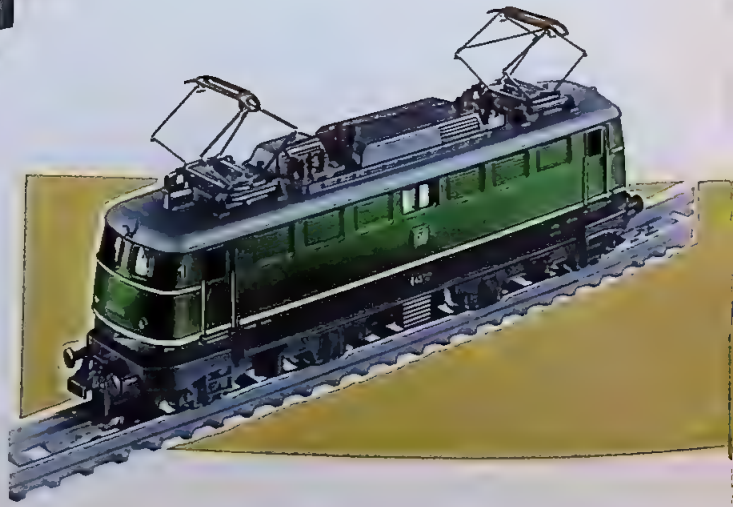
260 (764) ● **Diesel locomotive** modelled on the Class V 200 of the German Federal Railways ● Eight-wheeled 0-4-4-0 type ● 2 axles driven ● Plastic tyres ● 8.27 in. long over buffers ● Remote control for forward and reverse ● Automatic couplings ● Particularly high tractive effort ● Red-blue-black all-metal casing and frame ● Silver roof ● Weight about 21.17 oz.

The V 200 diesel locomotive is being used by the German Federal Railways in place of steam engines. The V 200 is a diesel-hydraulic locomotive with two engines each delivering 1,000 H.P. These locomotives are designed for a maximum speed of 140 kilometers per hour.



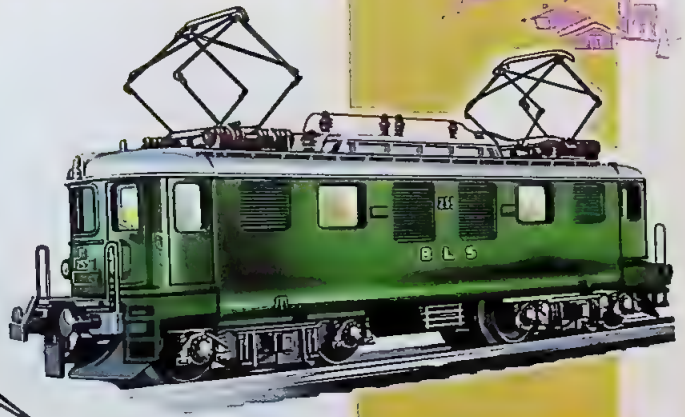
231 (761) ● **Electric locomotive** modelled on the German Federal Railways' Class E 10 ● Eight-wheeled 0-4-4-0 type ● 2 axles driven ● Plastic tyres ● 7.09 in. long over buffers ● Remote control for forward and reverse ● Automatic couplings ● Scale model lighting both sides ● Blue all-metal casing ● 2 sprung current collectors on roof ● Can be switched for optional overheat wire or middle track rail contact operation ● Weight about 19.5 oz.

All electric locomotives have all-metal casings



234 ● **Electric locomotive** modelled on the German Federal Railways' Class E 40 ● Eight-wheeled 0-4-4-0 type ● 2 axles driven ● Plastic tyres ● 7.09 in. long over buffers ● Remote control for forward and reverse ● Automatic couplings ● Scale model lighting both sides ●. Green all-metal casing ● 2 sprung current collectors on roof ● Can be switched for optional overhead wire or middle track rail contact working ● Weight about 19.5 oz.

232 (762) ● **Electric locomotive** ● The full sized prototypes are the Ae 4/4 class locomotives of the Swiss Railways' ● Eight-wheeled with the same axle arrangement as No. 231 (see page 10) ● Plastic tyres ● 7.09 in. long over buffers ● Remote control for forward and reverse ● Automatic couplings ● Scale model lighting both sides ● Green all-metal casing ● Weight about 1.95 oz.



We reserve the right to make alterations of our products. The publication of this catalogue cancels all previous ones.

236 ● **Electric locomotive** similar to No. 232 but with brown finish.

The overhead traction wire system in connection with our 3 rail track makes a genuine 3 train operation possible without the need of any special circuit arrangement.

235 ● Electric goods locomotive ● Similar to No. 233 but **with 2 motors** ● 4 axles driven ● Plastic tyres ● 8.74 in. long over buffers ● Extraordinary pulling and climbing power.

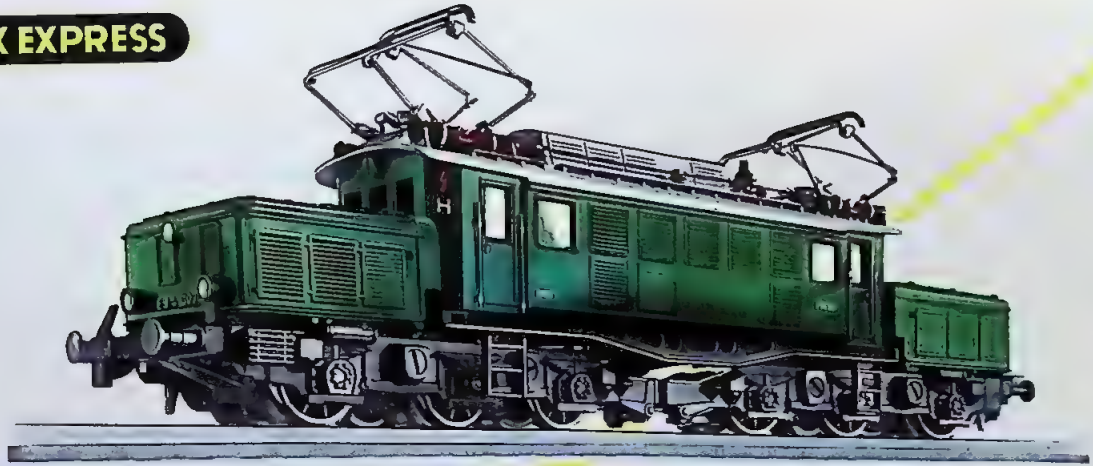
Only the transformer No. 599 is adequate for this two-engined locomotive.

This electric locomotive is the heaviest goods engine of the German Federal Railways ● Top speed 100 kilometers per hour.

233 ● Electric goods locomotive modelled on the German Federal Railways' Class E 50 ● 2 axles driven ● Twelve-wheeled 0-6-6-0 type ● Plastic tyres ● 8.74 in. long over buffers ● Remote control for forward and reverse ● 3 electric headlights at each end change over automatically when engine reverses ● Green all-metal casing ● Light grey roof ● Dull black frame ● 2 sprung current collectors on roof ● Can be switched for optional overhead wire or middle track rail contact working ● Weight about 22.93 oz.

TRIX EXPRESS

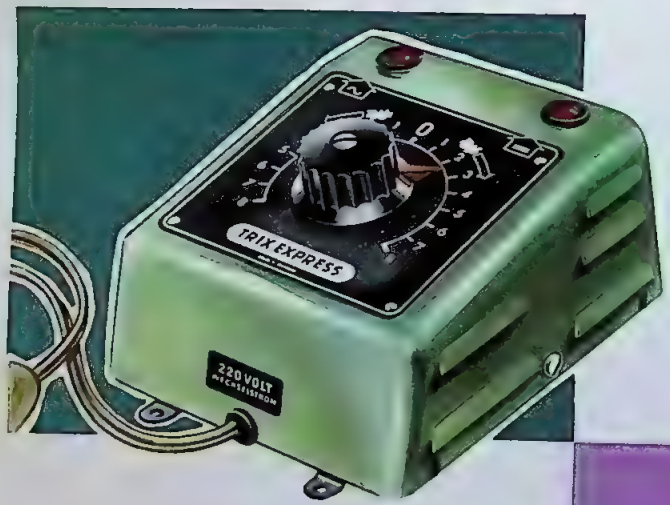
TRIX EXPRESS



230 (760) ● **Electric Goods Locomotive** ● Modelled on the German Federal Railways' Class E 94 ● Twelve-wheeled 0-6-6-0 type ● 6 axles driven ● 8.07 in. long over buffers ● Remote control forward and reverse ● Automatic couplings ● 3 electric headlights front and rear ● Green casing ● Light-grey roof ● 2 sprung current collectors on roof ● Can be switched over for optional overhead wire on middle track contact operation ● Weight about 29.27 oz.

The BR E 94 was first put into service in 1940. At this time it was the heaviest goods locomotive of the German Railways. Today it ranks second after the BR E 50. Top speed is 90 kilometers.

TRIX EXPRESS

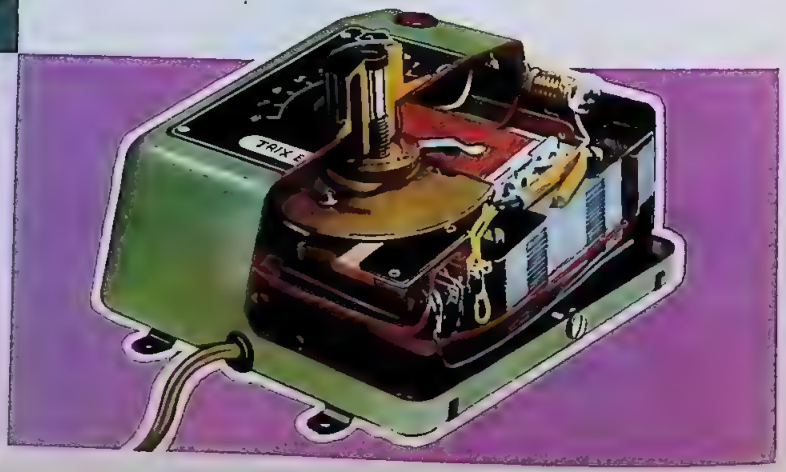


Power pack for D.C. operation. Can only be connected to alternating current outlets (50–60 cycles) ● **599** (220 volts alternating current) ● **597** (110–115 volts alternating current).
Maximum current available is 1 amp. at 12 volts.

This power pack with one knob operation can be used for locomotives of any system running at a maximum voltage of 12 volts D.C. The entire operation both speed and direction are controlled by the knob. Turning the knob to the right the locomotive will run forward from a slow crawl to full speed. Turning the knob to left of center the loco will start moving in reverse.

Accessories such as lights, lamps and switch machines are connected to the black and white terminals. These are fixed voltage parts supplying 14 volts A.C. Maximum current 1 amp. at 14 volts.

Both A.C. and D.C. circuits are equipped with red warning lights and circuit breakers which work automatically in the event of an overload or short circuit.



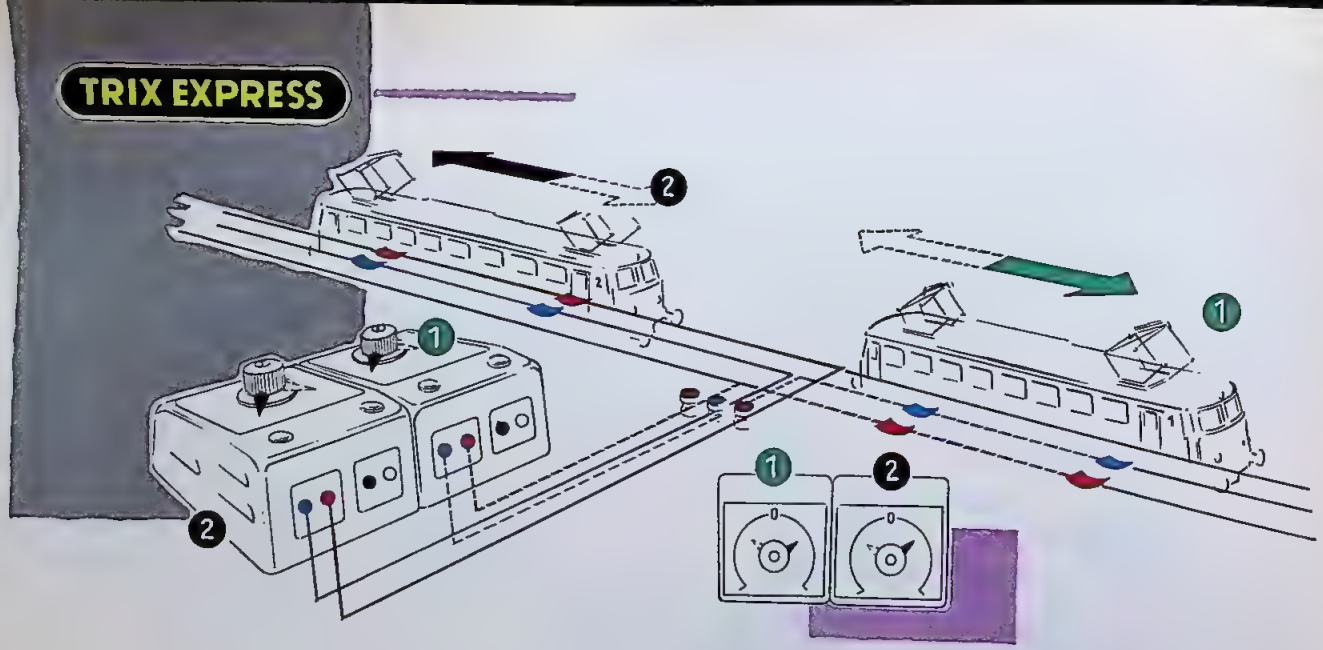
The sound system and construction of our **standard transformer 599** has not been altered for years. The output of the transformer is sufficient for heavy lighted trains and for locomotives equipped with 2 motors.

Power pack for D.C. operation. To be connected to A.C. mains ● **549** (220 volts) ● **547** (110 volts) ● Maximum current available 0.5 amp. D.C. at 12 volts, 0.4 amp. A.C. at 14 volts ● 5 speeds ● Blue plastic casing ● 1 knob operation ● Operation process is same as already described with power packs 599, 597. Equipped with circuit breakers. This power pack is sufficient for all TRIX EXPRESS locomotives and trains. Trains with lighted wagons **cannot** be operated with this power pack. Accessories such as lights and points can be connected to the A.C. part of the pack supplying 0.5 amp. at 14 volts.

If you plan to enlarge your track-layout we recommend you choose our power pack 599.

On placing an order please indicate voltage of your outlets

539 ● **Transformer** for lighting, points, signals, relays and all kinds of accessories. This transformer can only be connected to the 220 volts A.C. mains. Output 45 VA. (3.2 amp. A.C. at 14 volts). Up to 60 bulbs of points or lamps can be connected.



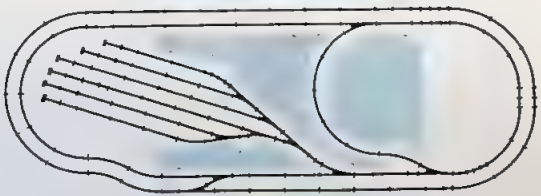
TRIX EXPRESS-2-trains system

Only the TRIX EXPRESS-2-trains system makes it possible to operate 2 locomotives or trains on 1 track at the same time independent from 1 another as regards to speed and direction.
The TRIX EXPRESS track has a third rail between the 2 outer rails which are insulated from 1 another. The Trix track is therefore a 3-rail track.
The picture above shows the way of the electric current from the power packs via the TRIX EXPRESS tracks to the locos. Each 1 of the power packs supplies the electric current via 1 of the outer rails to its locomotive. The middle rail serves as return conductor for the electric current to both power packs. (red = supply of electric current, blue = return conductor).
Only the TRIX EXPRESS track makes a genuine 2 train operation possible. With the help of an overhead traction wire system you have a genuine **3 trains system.** No other system offers you these advantages.

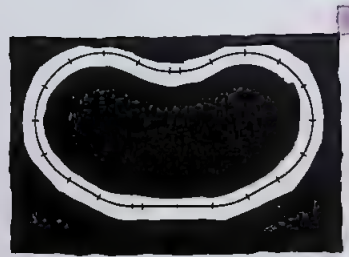
Power pack 1 (green). Knob turned to the right. Loco 1 direction forward (green arrow). Power pack 1 (green). Knob turned to the left (outline-draw knob), loco direction reverse (green, outline drawn arrow). Power pack 2 (black), knob turned to the right, loco 2 direction forward (black arrow). Power pack 2, knob turned to the left (outline drawn knob), loco 2 direction reverse (black, outline drawn arrow).

TRIX EXPRESS

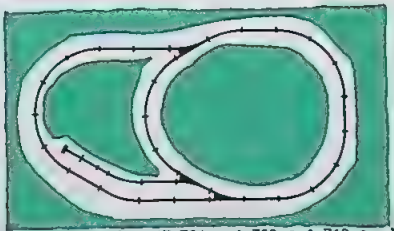
The tracks of the electric model railways serve not only as rails but also as connection wires for the electric current from the power pack to the locomotives. On assemblying your tracks pay attention that there is a good contact between the different track sections and especially between the middle rails. The track system should be cleaned periodically of dust and oil.
On this page we show you some favourite track layouts from our track layout booklet 615 indicating the necessary track sections and the space required.



41x701 • 1x702 • 19x703 • 18x704 • 20x708 • 1x711 • 6x716 • 7x738 L • 5x738 R • 15x724 • 2x726 • 280x100 cm



4x701 • 2x703 • 15x704 • 1x710 • 150x87 cm

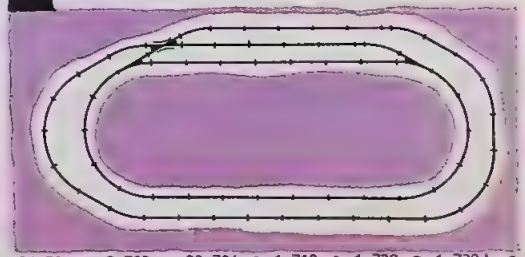


9x701 • 1x703 • 17x704 • 1x708 • 1x710 • 1x716 • 1x738 L • 2x738 R • 3x585 • 167x96 cm

14x701 • 4x702 • 1x703 • 15x704 • 3x708 • 1x710 • 1x720 • 1x722 • 5x724 • 4x726 • 1x738 L • 1x738 R • 3x585 • 187x113 cm

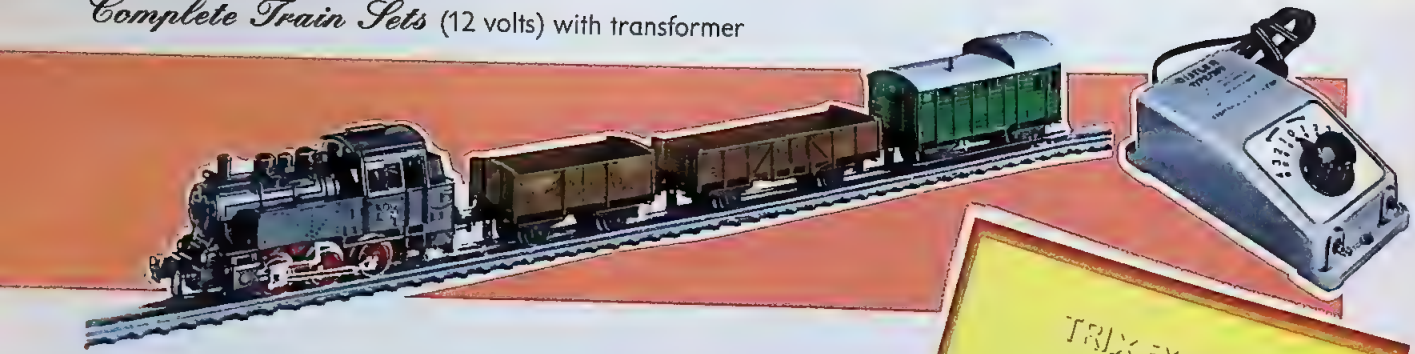
27x701 • 5x702 • 14x703 • 12x704 • 14x708 • 1x711 • 5x716 • 2x722 • 9x724 • 5x726 • 5x738 L • 4x738 R • 9x585 • 228x118 cm

TRIX EXPRESS



36x701 • 2x703 • 23x704 • 1x710 • 1x720 • 1x738 L • 1x738 R • 3x585 • 240x105 cm

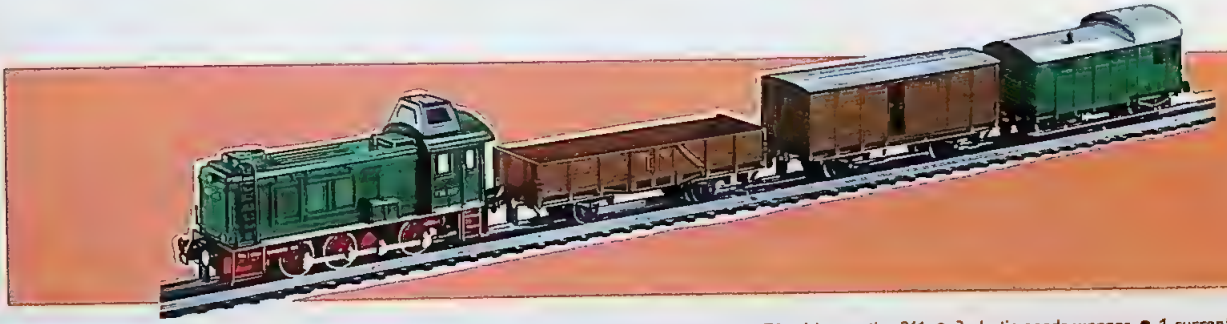
Complete Train Sets (12 volts) with transformer



514 ● Complete Train Set, direct current 12 volts for connection to alternating current (A.C.) 220 volts outlets ● Consisting of locomotive 200: 2 passenger coaches ● Transformer 579 with 4 speeds and one-knob operation ● 1 current feeder section curved ● 11 curved track sections ● 2 straight track sections ● Connecting cable.

513 ● Same set as 513 only instead of passenger coaches 3 plastic goods wagons.

It is possible to operate 2 TRIX EXPRESS trains on **one track** (two-trains-system).

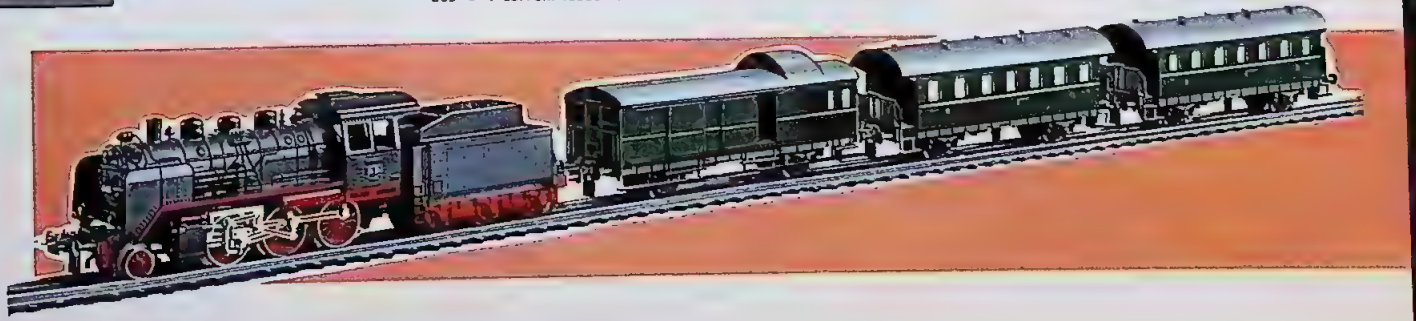


TRIX EXPRESS

502 ● Goods Train ● Train 15.75 in. long ● Diesel locomotive 261 ● 3 plastic goods wagons ● 1 current feeder section curved ● 11 curved track sections ● 2 straight track sections.

Our transformer 599 (110 volts) is adequate for these trains.

503 ● Passenger Train ● Train 22.23 in. long ● Locomotive 202 ● 1 luggage van 302 ● 2 passenger carriages 303 ● 1 current feeder section curved ● 11 curved track sections ● 2 straight track sections.



TRIX EXPRESS

504 (7/1009) ● **Express Train** ● 40,55 in. long ● Locomotive 204 ● 1 express luggage van ● 1 express passenger coach ● 1 express dining car ● 1 current feeder section curved ● 11 curved track sections ● 14 straight track sections

Our transformer 599 (110 volts) is adequate for these trains.

516 ● **Express Train** ● Train 36.61 in. long ● Electric locomotive 234 ● 3 express coaches 392 ● 1 current feeder section curved ● 11 curved track sections ● 14 straight track sections.

507 ● Touropa Express Train ● 36.61 in. long ● Locomotive 231 ● 3 Touropa express coaches ● 1 current feeder section curved ● 11 curved track sections ● 14 straight track sections.

TRIX EXPRESS

517 ● **Iron Ore Train** ● 24.41 in. long ● Locomotive 233 ● 3 iron ore trucks ● 1 current feeder section curved ● 11 curved track sections ● 14 straight track sections.

Parade of
our interchangeable spare part motors

TRIX EXPRESS

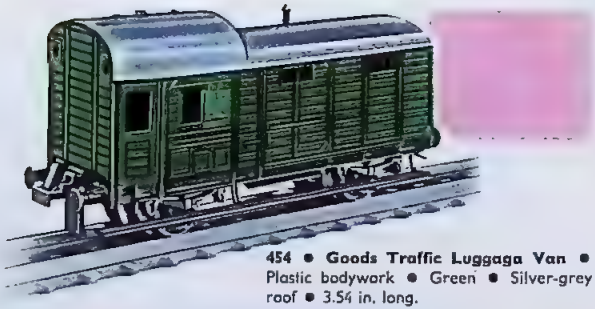
30/700/1 ● **Motor** with worm for engines 200, 201, 202, 203, 261
30/700/2 ● **Motor** with coupling for railbus 280
30/700/3 ● **Motor** with pinion gear for engines 230, 231, 232, 233, 234, 235, 236
30/700/4 ● **Motor** with pinion gear for engine 204
30/700/5 ● **Motor** with pinion gear for engine 260
30/700/6 ● **Motor** with coupling shell for engine 205

In bulding up a TRIX EXPRESS layout these two books will be a valuable aid.

615 • Booklet TRIX EXPRESS • Track layouts for the HO-gauge. On 88 pages it contains 111 layouts from the simple to the more complicated layouts.

610 • TRIX 1:90 • The TRIX HO-gauge railway and its big prototype. A handbook every TRIX enthusiast should own. 160 pages and 200 illustrations.

453 • Goods Van • Plastic bodywork • Red-brown • 3.74 in. long.



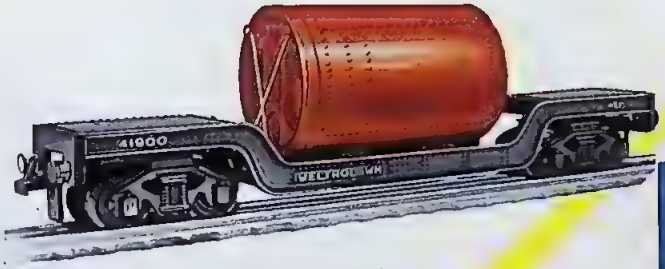
454 • Goods Traffic Luggage Van • Plastic bodywork • Green • Silver-grey roof • 3.54 in. long.

These wagons have plastic frames and bodies. They are low-priced, light types and run very well.

451 • Low-sided Truck • Plastic bodywork • 3.74 in. long.

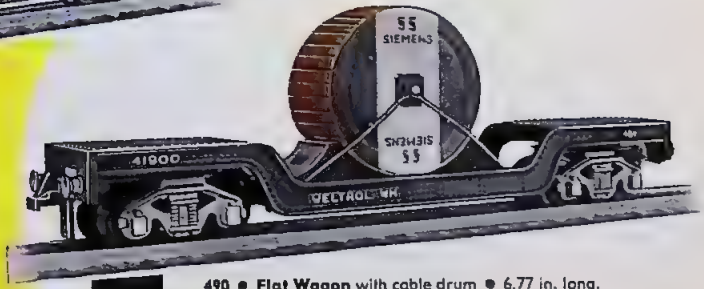
452 • Tilt Truck • Plastic bodywork • White tilt • 3.74 in. long.

450 • Low-sided Truck • Plastic bodywork • Red-brown • 2.56 in. long.



489 • Flat Wagon with red boiler • 6.77 in. long.

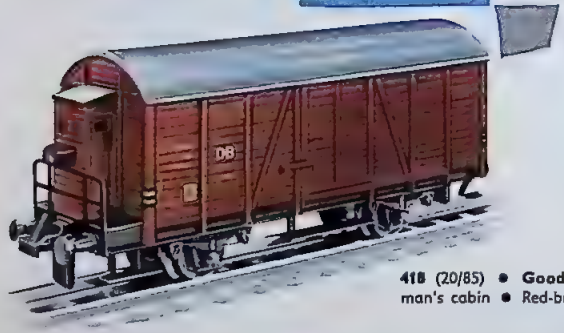
488 • Flat Wagon • 6.77 in. long.



490 • Flat Wagon with cable drum • 6.77 in. long.

These are all-metal English models.

The bodies of these goods vans are zinc-base die castings

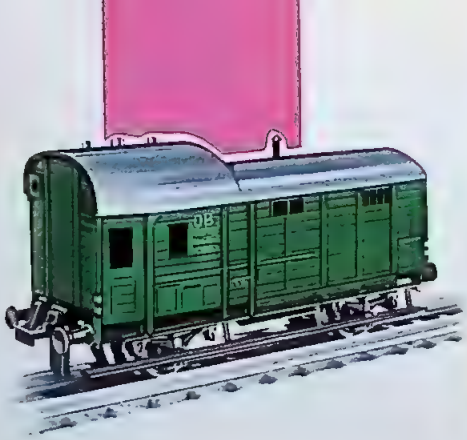


418 (20/85) • **Goods Van** with brakesman's cabin • Red-brown • 4.4 in. long.

415 (20/81) • **Goods Van** • The same as 414 but with imitation coal load.

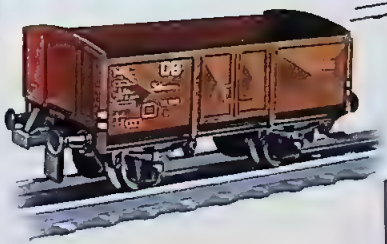
420 (20/118) • **Goods Van** with brakesman's cabin • Red-brown • 3.9 in. long.

417 (20/82) • **Goods Van** • Redbrown • 4 in. long.

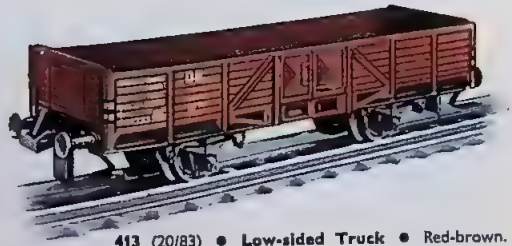


421 (20/115) ● **Goods Traffic Luggage Van** ● Green ● Silver-grey roof ● 3.9 in. long.

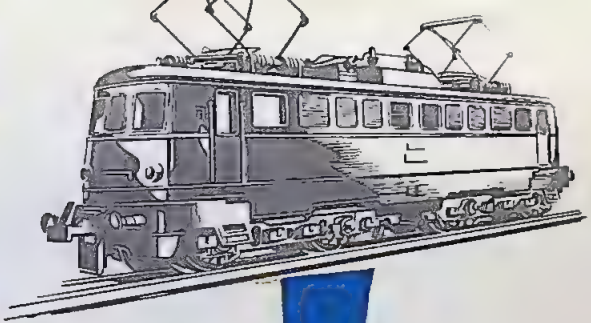
422 (20/116) ● The same as 421 but with 2 red tail lights and interior lighting.



412 (20/86) ● **Low-sided Truck** ● Red-brown ● 3 in. long.



413 (20/83) ● **Low-sided Truck** ● Red-brown.



419 (20/117) ● **Goods Van** ● Red-brown ● 4 in. long.

The bodies of these goods vans are zinc-base die castings

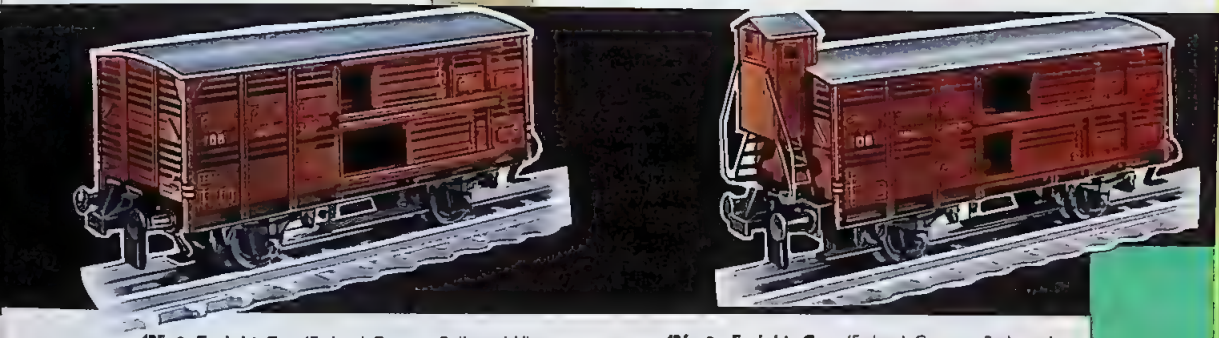
445 ● The same as 414 but with imitation lime load.

414 ● **Open Goods Truck** (German Federal Railways' Om 31 type) ● Red-brown ● 4 in. long.

446 ● The same as 414 but with imitation sand load.

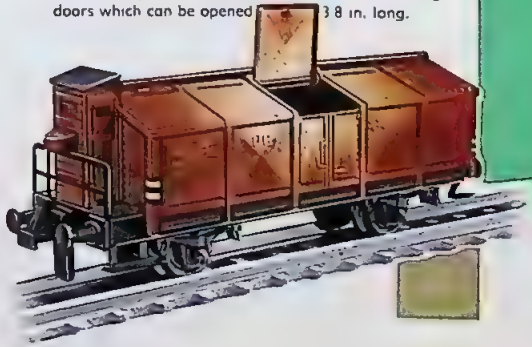
416 ● **Open Goods Truck** with brakesman's cabin

425 • Freight Car (Federal German Railways' Vh 04 type) • 4 sliding doors which can be opened • 3.8 in. long.



426 • Freight Car (Federal German Railways' Vh 04 type) with brakesman's cabin • 4 sliding doors which can be opened • 3.8 in. long.

423 • Freight Car (German Federal Railways' K 25 type) • 6 hatches can be opened • Red-brown • 3.9 in. long.



424 • Freight Car with brakesman's cabin • 6 hatches can be opened • Red-brown • 4 in. long.

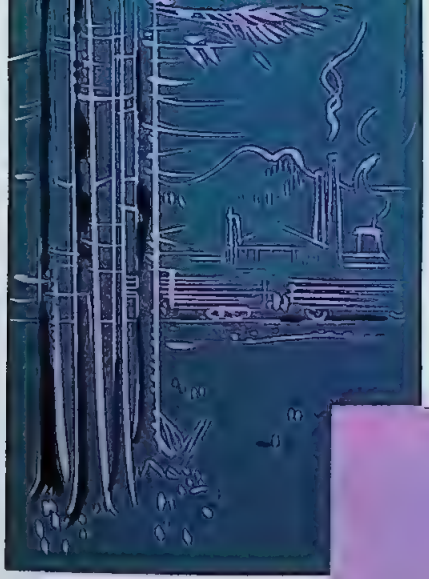
436 • Stanchion Truck with brakesman's cabin • German Federal Railways' Rlo type • Stanchions detachable • 5.8 in. long.

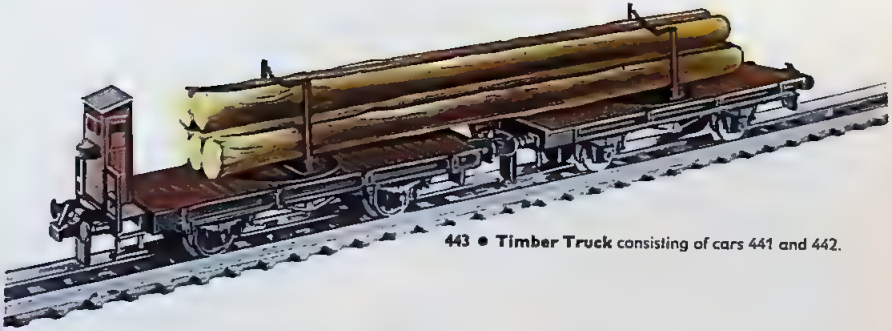
435 • Stanchion Truck • Stanchions detachable • 5.1 in. long.

The bodies of these wagons are zinc base die castings

438 • Tilt Truck • Tilt and stanchions detachable • 5.1 in. long.

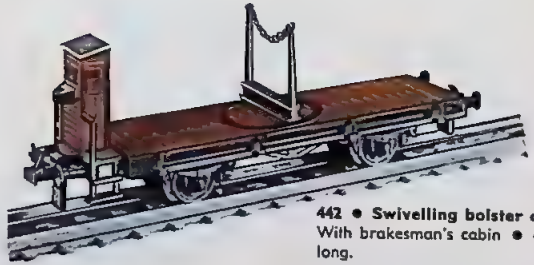
437 • Timber wagon • 5.1 in. long.



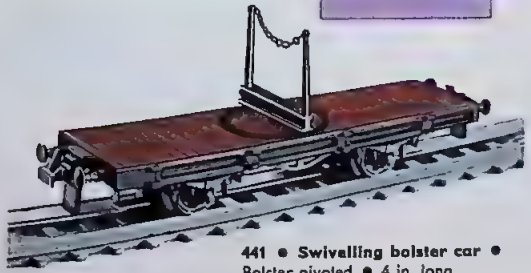


443 • Timber Truck consisting of cars 441 and 442.

TRIX EXPRESS



442 • Swivelling bolster car • With brakesman's cabin • 4,5 in. long.

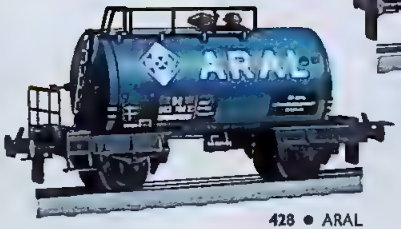


441 • Swivelling bolster car • Bolster pivoted • 4 in. long.

The bodies of these wagons are zinc-base die castings

TRIX EXPRESS

427 • SHELL



428 • ARAL

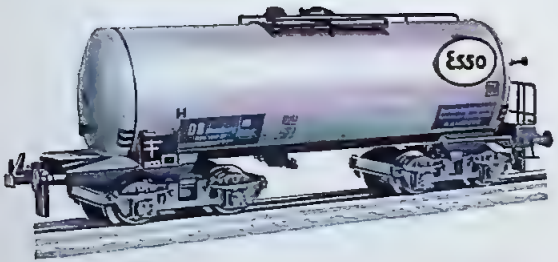
432 • BP

429 • ESSO

431 • MOBIL

430 • GASOLIN

The pages 32 and 33 show our varied Trix Express petrol tank wagon program. The wagons are true models of the two and four axle type tank wagons.



492 (20/92 E) ● ESSO

495 (20/92 G) ● GASOLIN

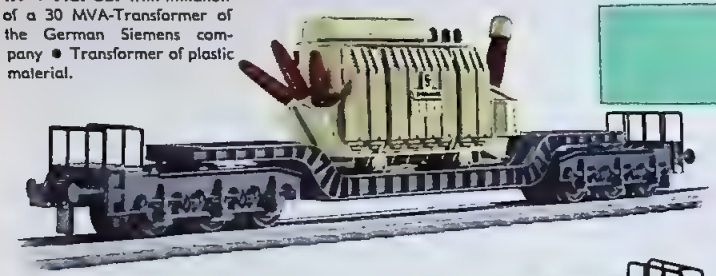
491 (20/92 BP) ● BP

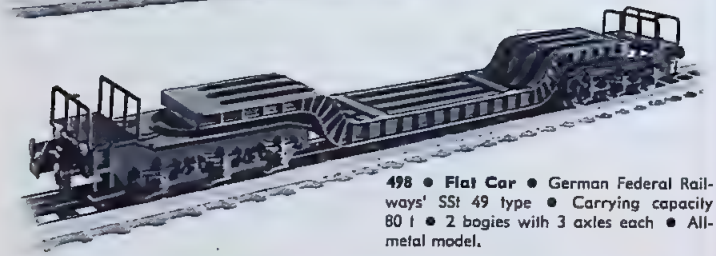
493 (20/92 M) ● MOBIL

494 (20/92 A) ● ARAL

496 (20/92 S) ● SHELL

497 ● Flat Car with imitation of a 30 MVA-Transformer of the German Siemens company ● Transformer of plastic material.





498 ● Flat Car ● German Federal Railways' SSt 49 type ● Carrying capacity 80 t ● 2 bogies with 3 axles each ● All-metal model.

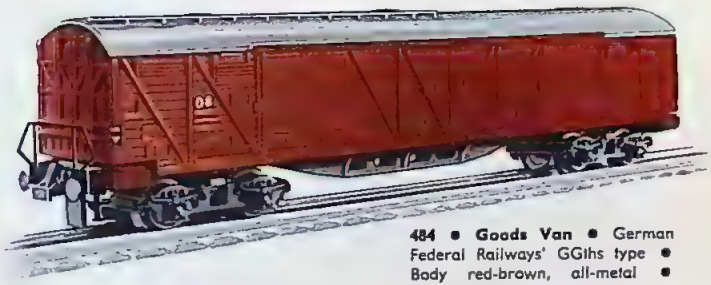
487 ● Open Goods Truck ● German Federal Railways' OOt 50 type ● With 2 bogies ● Frame is zinc-base die-casting, body of plastic material ● 5 in. long.

499 ● Stanchion Truck ● German Federal Railways' SSIa type ● 8 in. long ● Frame is zinc-base die-casting.

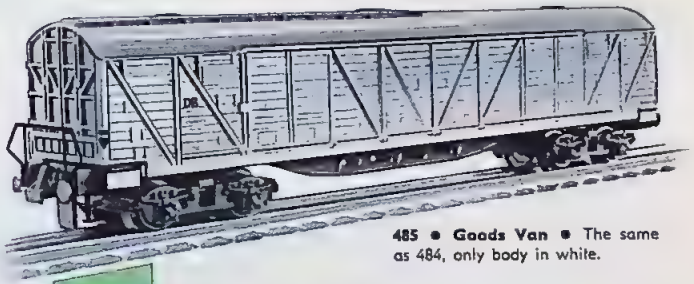
486 ● Same as No. 487, however with imitation iron ore load.

TRIX EXPRESS

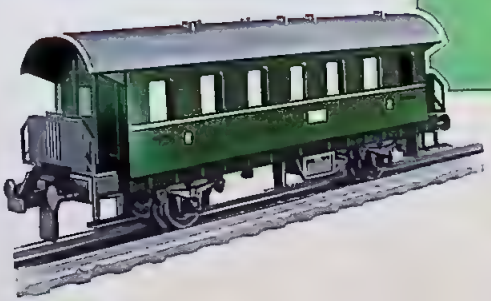
433 • Petrol Tank-Wagon Package • Special multi-coloured presentation packing.



484 • Goods Van • German Federal Railways' GGIhs type • Body red-brown, all-metal • 8 in. long.



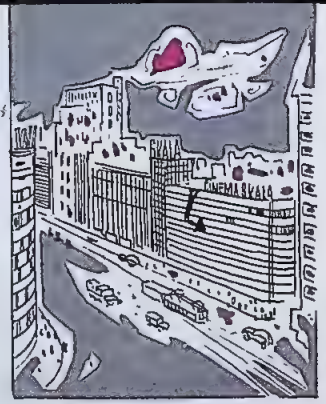
485 • Goods Van • The same as 484, only body in white.



303 • Passenger Carriage • True to scale model • Plastic body • All-metal frame • 5.2 in. long.

302 • Luggage Van with sliding doors both sides • Plastic body • All-metal frame • 5.2 in. long.

397 (20/171) ● **Express Luggage Van Green** ● 9.25 in. long over buffers ● Model lettering ● 2 bogies type "Minden Deutz 50".



TRIX EXPRESS

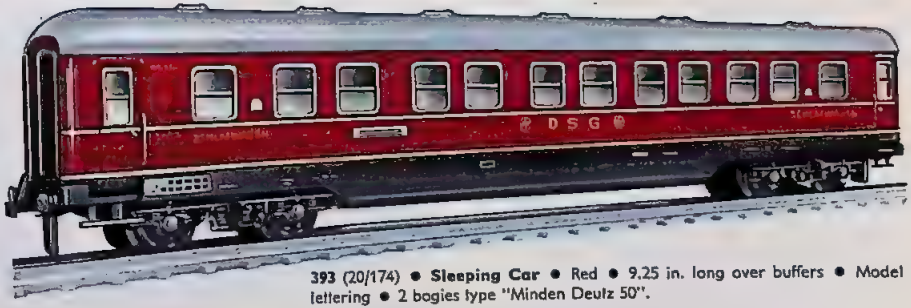
These **Trix Express model coaches** are reproductions of the German Federal Railways' coach stock.

396 (20/172) ● **Express Coach** ● green ● 9.25 in. long over buffers ● Model lettering ● 2 bogies type "Minden Deutz 50".

395 (20/178 D) ● **Express Coach** ● The same as 396 but with 2 red tail lights and interior lighting.

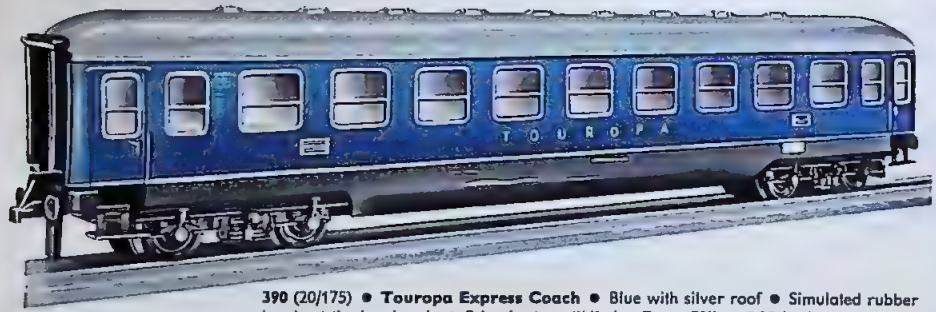
394 (20/173) ● **Dining Car** ● Red ● 9.25 in. long over buffers ● Model lettering ● 2 bogies type "Minden Deutz 50".

TRIX EXPRESS



393 (20/174) ● **Sleeping Car** ● Red ● 9.25 in. long over buffers ● Model lettering ● 2 bogies type "Minden Deutz 50".

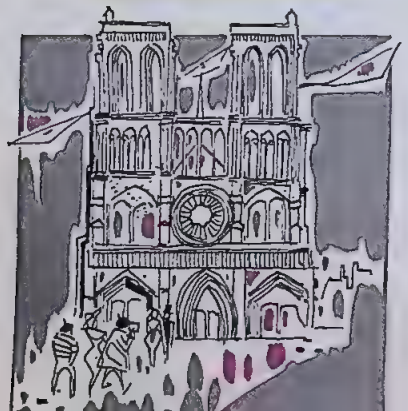
30/73/4 ● **Interior lighting** for coaches 390, 392, 393, 394, 396, 397.



390 (20/175) ● **Touropa Express Coach** ● Blue with silver roof ● Simulated rubber heads at the head ends ● 2 bogies type "Minden Deutz 50" ● 9.25 in. long.

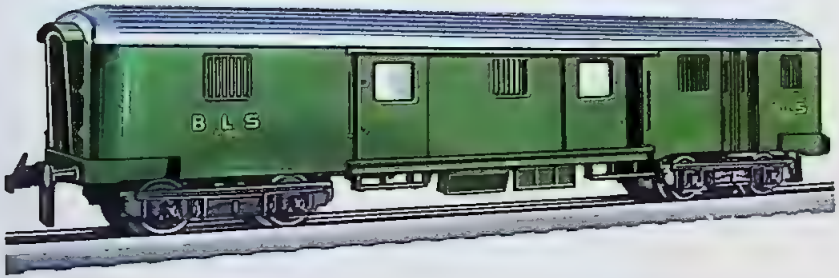
389 (20/178 Tour) ● **Touropa Express Coach** ● The same as 390 but with interior lighting and 2 red tail lights.

TRIX EXPRESS



392 (20/179) ● **Express Coach** ● Green ● Simulated rubber heads at the head ends ● 9.25 in. long ● 2 bogies type "Minden Deutz 50".

391 (20/178 St.) ● **Express Coach** ● The same as 392 but with interior lighting and 2 red tail lights.



398 ● **Express luggage van** ● Modelled on the Swiss Bern-Lötschberg-Simplon Railways (BLS) ● 4 sliding doors ● All-metal frame ● Plastic body ● 8.27 in. long.

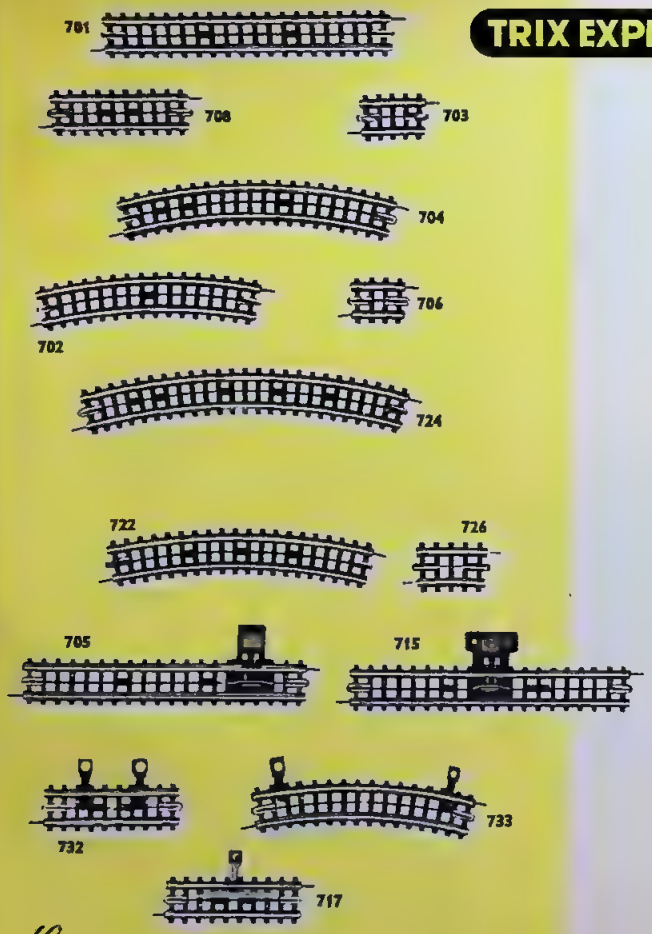
30/73/7 ● **Interior lighting** for coaches 398 and 399.

399 (20/176) ● **Express Coach** ● Modelled on the Swiss Bern-Lötschberg-Simplon Railways (BLS) ● All-metal frame ● Plastic body ● 9.25 in. long ● Green with silver-grey roof.

388 ● **Express Coach** ● The same as 399 but with interior lighting and 2 red tail lights.

TRIX EXPRESS

Our Model Scale Tracks



701 • **Straight Track Section** • Full length, 7.22 in.
702 • **Curved Track Section** • 4/5 length, 24°, R 1
703 • **Straight Track Section** • 1.92 in. long.
704 • **Curved Track Section** • Full length, 30°, R 1.
705 • **Pair of points for hand** lever operation • Straight section = full length = 7.22 in. long.
706 • **Curved Track Section** • 1/5 length, 6°, R 1.
708 • **Straight Track Section** • 3.46 in. long.
709 • **Crossing** • 30°, 2x7.22 in.
710 • **Track Contact Section** • Curved, 30°, R 1.
711 • **Track Contact Section** • Straight, 7.22 in. long.
715 • **Uncoupling Track Section** • Straight, 7.22 in long, remote controlled • Is operated by switch 585 (light green) • 1 switch is sufficient for 2 uncoupling track sections.
716 • **Straight Track Section** with buffer stops • 3.46 in. long.
717 • **Straight Track Section** • Contact tongue on the middle rail, 3.46 in. long.
718 • **Straight Track Section** • 3.46 in. long • For circuit breaking on both outer rails • 4 connection spring clips.
719 • **Curved Track Section** • 4/5 length, 24 °, R 1 • For circuit breaking on both outer rails • 4 connection spring clips.
720 • **Double slip points** • Remote-controlled • Operated by double-solenoid • Hand lever provides manual control • Fitting into our two-train system • 1 switch 585 is necessary for operation.
722 • **Curved Track Section** • 4/5 length, 24° • Large radius R 2.
723 • **Pair of Points** for hand lever operation.
724 • **Curved Track Section** • Full length, 30° • Large radius R 2.
726 • **Curved Track Section** • 1/5 length, 6° • Large radius R 2.
731 • **Straight Track Section** with radio suppressor • Full length 7.22 in. • To prevent interference with radio in the medium and long wave bands.
732 • **Straight Track Section** • 3.46 in. long • For circuit breaking on the middle rail • 2 connection spring clips.
733 • **Curved Track Section** • 4/5 length, 24°, R 1 • For circuit breaking on the middle rail • 2 connection spring clips.
734 • **Curved Track Section** with radio suppressor • Full length, 30°, R 1 • To prevent interference with radio in the medium and long wave bands.
738 • **Pair of electro-magnetic points** • 7.22 in. long, 24° and 30°, R 1 • Worked by double solenoids • Small scale model lamps for lighting • 2 switches 585 are needed for operation of the points.

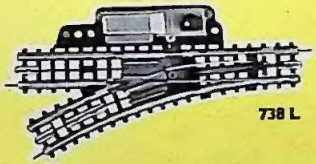
Our Model Scale Tracks

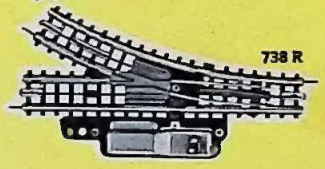
TRIX EXPRESS

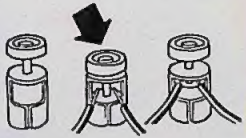
Our model track has a base of special card-board. The connection of the rails is simple and reliable.
As none of our TRIX EXPRESS friends wanted to go without the advantages of the **two-trains system** we have kept the middle rail. You may remove it without difficulty but then you forgo the advantages of the two-train system.
Our booklet TRIX EXPRESS track layouts contains plans for a great number of lay-outs.

R 1 = 13.48 in. (circle diameter 26.96 in. middle rail) normal circle.
R 2 = 15.78 in. (circle diameter 31.63 in. middle rail) parallel or concentric circle at a distance of 2.33 in. from the normal circle.

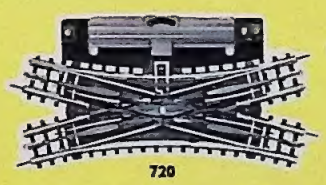
709


738 L


738 R



Our spring clips make an easy connection of the cables possible.


720

716

723 R

710

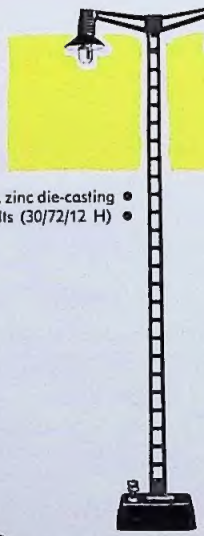
711

The points 723 and 738 have radius R 1 and a crossing angle of 30°. By removing 6° = track section 706 the points have a crossing angle of 26°.
The straight track section of the points is a full length straight track section 701.

On page 17 you will find some track layouts with the necessary explanations.

715, 720, 738 are operated with 14 volts A.C.

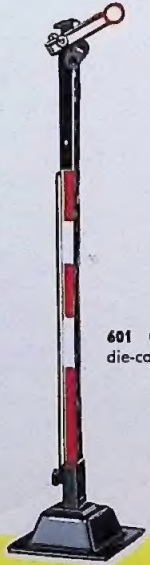
TRIX EXPRESS



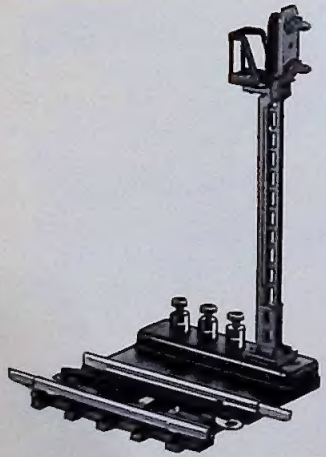
602 • Arc lamp, zinc die-casting • Light-bulb 14 volts (30/72/12 H) • 6.9 in. high.

601 • Arc lamp, zinc die-casting • 6.9 in. high.

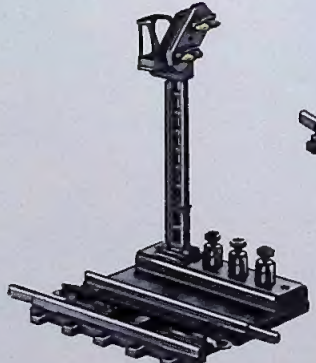
612 • Track block signal • Train control is possible with 1 track section 732 or 733 and 1 switch 585 • Zinc die-casting • 2.5 in. high • Light bulb 14 volts (30/72/18).



607 • Main signal without lighting • For manual operation • Zinc die-casting • 4.33 in. high.



629 • Colour light home signal • Light changes from red to green • Zinc die-casting • 1 switch 584 is needed for operation.



628 • Colour light distant signal • Light changes from green/green to amber/amber by means of 4 bulbs • Zinc die-casting • For use in conjunction with 629 colour light home signal.

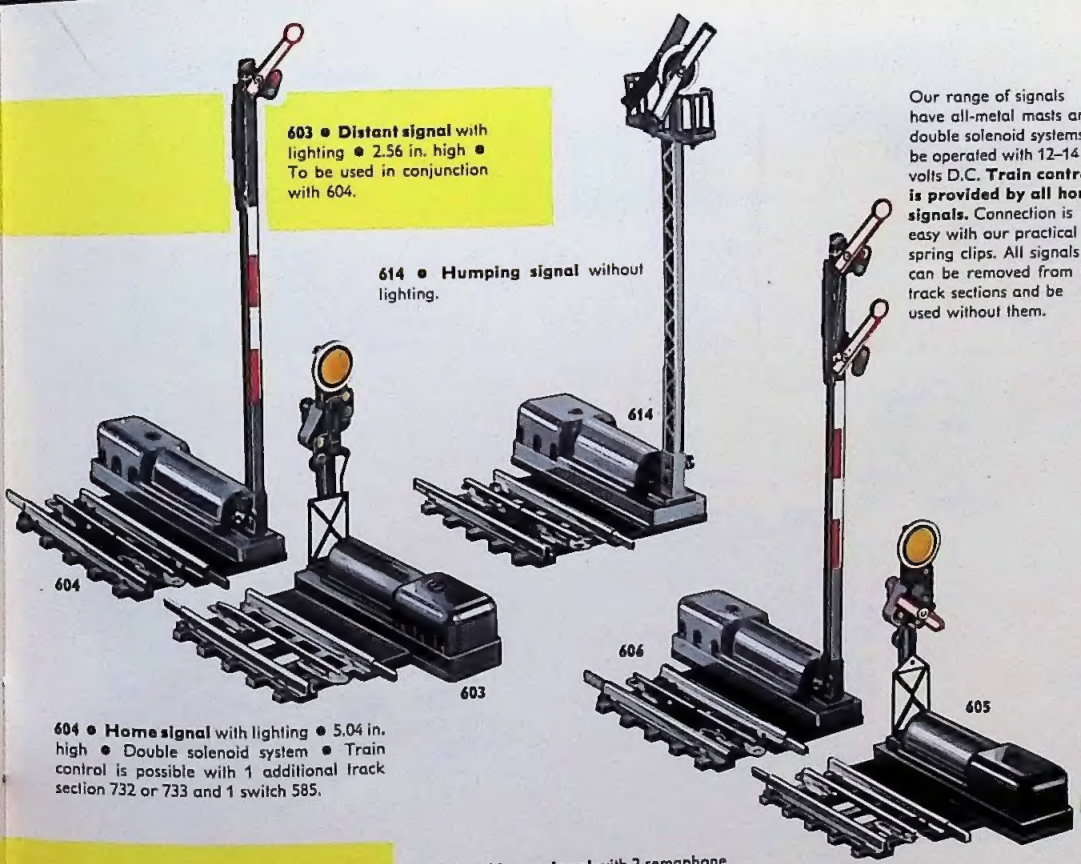
622 • Train control set for signal 629 • 1 switch 583 (light-blue) • 2 straight track sections 732 for circuit breaking • 1 coil of cable.

623 • The same as 622 but with 2 curved track sections 733 for circuit breaking.

603 • Distant signal with lighting • 2.56 in. high • To be used in conjunction with 604.

614 • Humping signal without lighting.

Our range of signals have all-metal masts and double solenoid systems to be operated with 12–14 volts D.C. **Train control is provided by all home signals.** Connection is easy with our practical spring clips. All signals can be removed from the track sections and be used without them.



604 • Home signal with lighting • 5.04 in. high • Double solenoid system • Train control is possible with 1 additional track section 732 or 733 and 1 switch 585.

606 • Home signal with 2 semaphone arms • With lighting • 5.04 in. high • Double solenoid system • Train control is possible with 1 additional track section 732 or 733 and 1 switch 585.

605 • Distant signal with additional movable arm • Disc fixed 2.56 in. high • To be used in conjunction with No. 606.

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